

# Proposed Service Reduction Ordinance

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**April 29, 2014**  
**Transportation, Economy  
and Environment Committee**



**King County**  
**METRO**

*We'll Get You There.*

# Reductions shaped by Service Guidelines

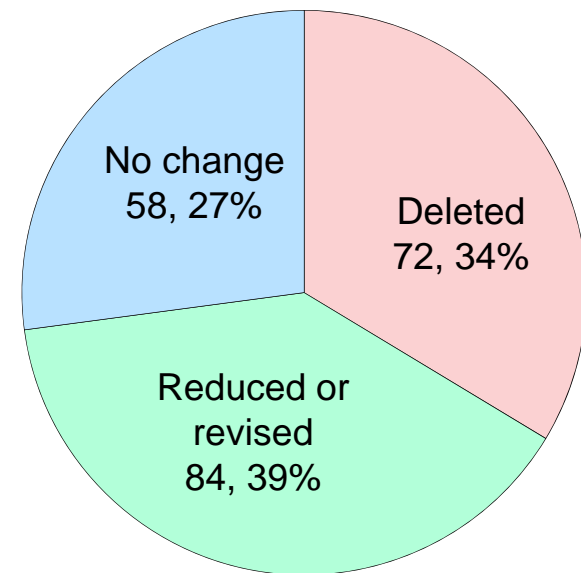
- Use ridership, places served and number of low-income or minority riders to set target service level for each corridor
- Examine every part of the system for efficiencies
  - By time period for bus trips with fewer riders
  - By area, destination and corridor served for duplication
  - Reduce service during time periods or parts of route that have the fewest riders
  - Change routings and number of buses, even on heavily used routes, to focus on segments of routes with the most riders
  - Evaluate routes serving the Seattle Core (downtown, U District) using higher performance standards than used for other routes
- When current service is less than target, reduce it last
- When current service is the only remaining bus route in outlying areas, do not completely eliminate it

# Current Proposal: Reduce 550,000 annual service hours

## Using the most current sales tax forecast

- 550,000 hour reduction instead of 600,000 hours
- Using the service guidelines, provided:
  - Somewhat fewer peak service reductions
  - Lessened impact on night service
  - Some continuation of midday service
- Public involvement between November to February sought input on systemwide reductions of 600,000 annual hours

Route by category of change



# Service Guidelines set priority order for reductions

## Priority 1 – least used routes would be cut first

- In bottom 25% performance – riders per hour and rider miles per vehicle mile
- Duplicates other routes and destinations
- Peak period route with local alternative

## Priority 2 – create efficiencies in how service is designed, reduce convenience

- Change multiple routes, including highest used routes, in an area to use fewer service hours by providing buses in fewer route patterns

## Priority 3 – next lowest used routes would be cut third

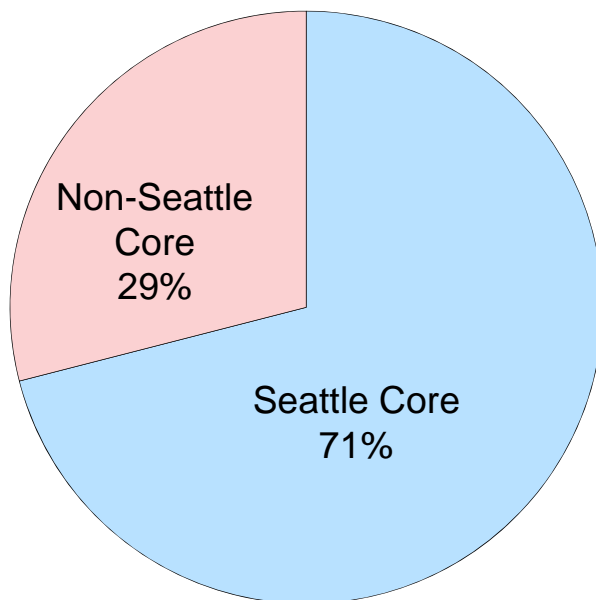
- In 25% to 50% performance – riders per hour and rider miles per vehicle mile

## Priority 4 – least used routes where service is already below desired levels would be cut last

- Bottom 25% performance – riders per hour and rider miles per vehicle mile
- Already below target service level – often primarily used by those who are dependent on transit for their mobility

# Service reduction by market

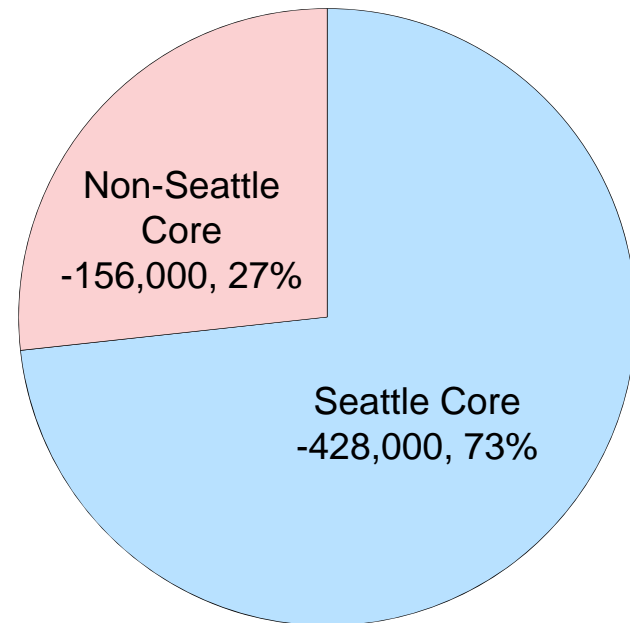
**Current Metro service hours by market**



**Seattle core** routes serve greater downtown Seattle, First Hill, South Lake Union, and the U-District from any part of the County

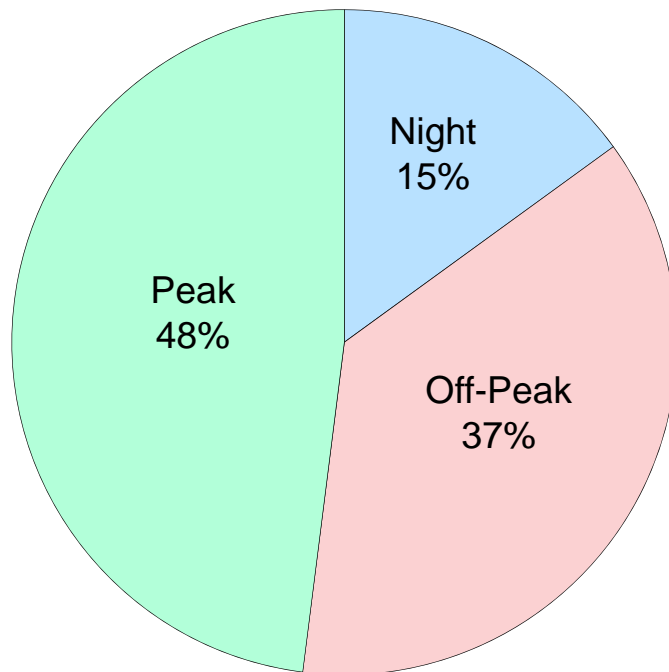
**Non-Seattle core** routes serve other areas of Seattle and King County

**Reduction in hours by market**

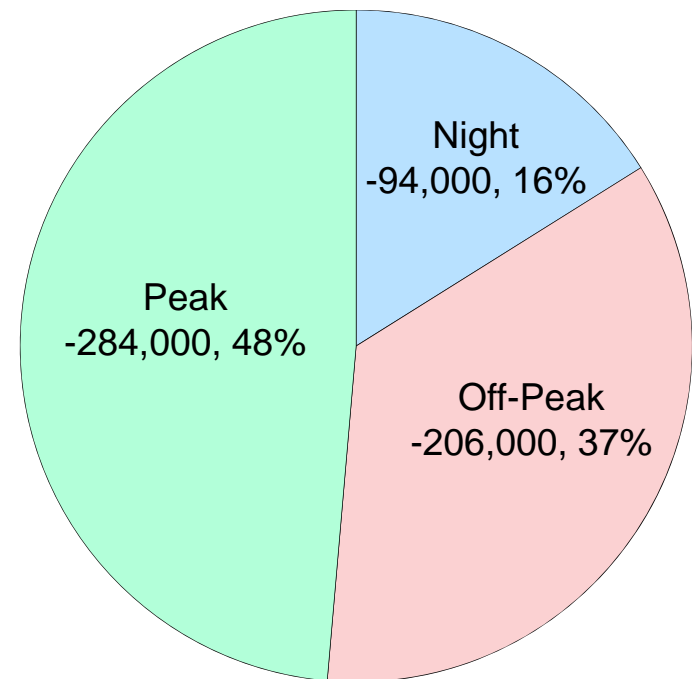


# Service reduction by service period

**Current MetroTransit Network**

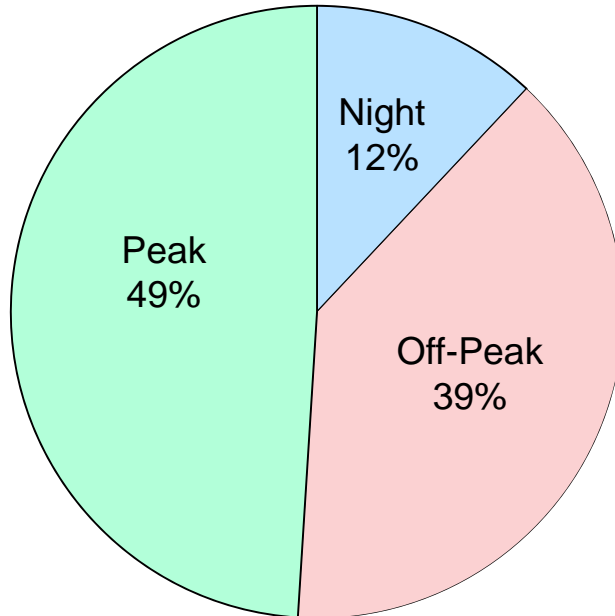


**Hours reduced by service period**

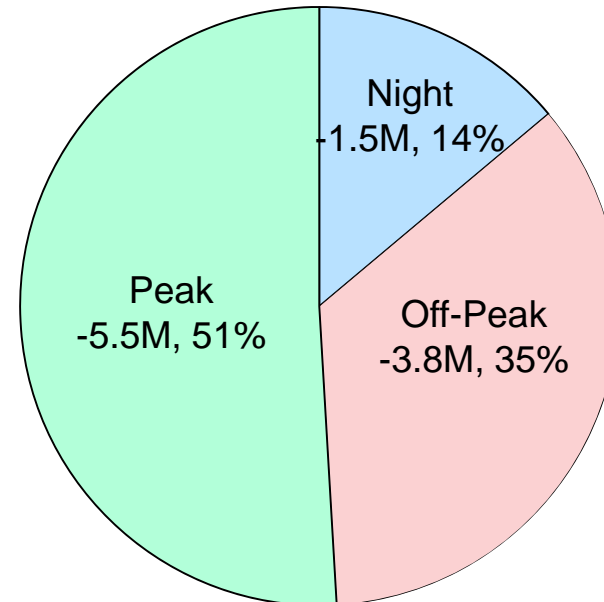


# Estimated annual rides lost by period

**118.6M Metro Transit  
rides in 2013**



**10.8M annual rides  
would be lost**



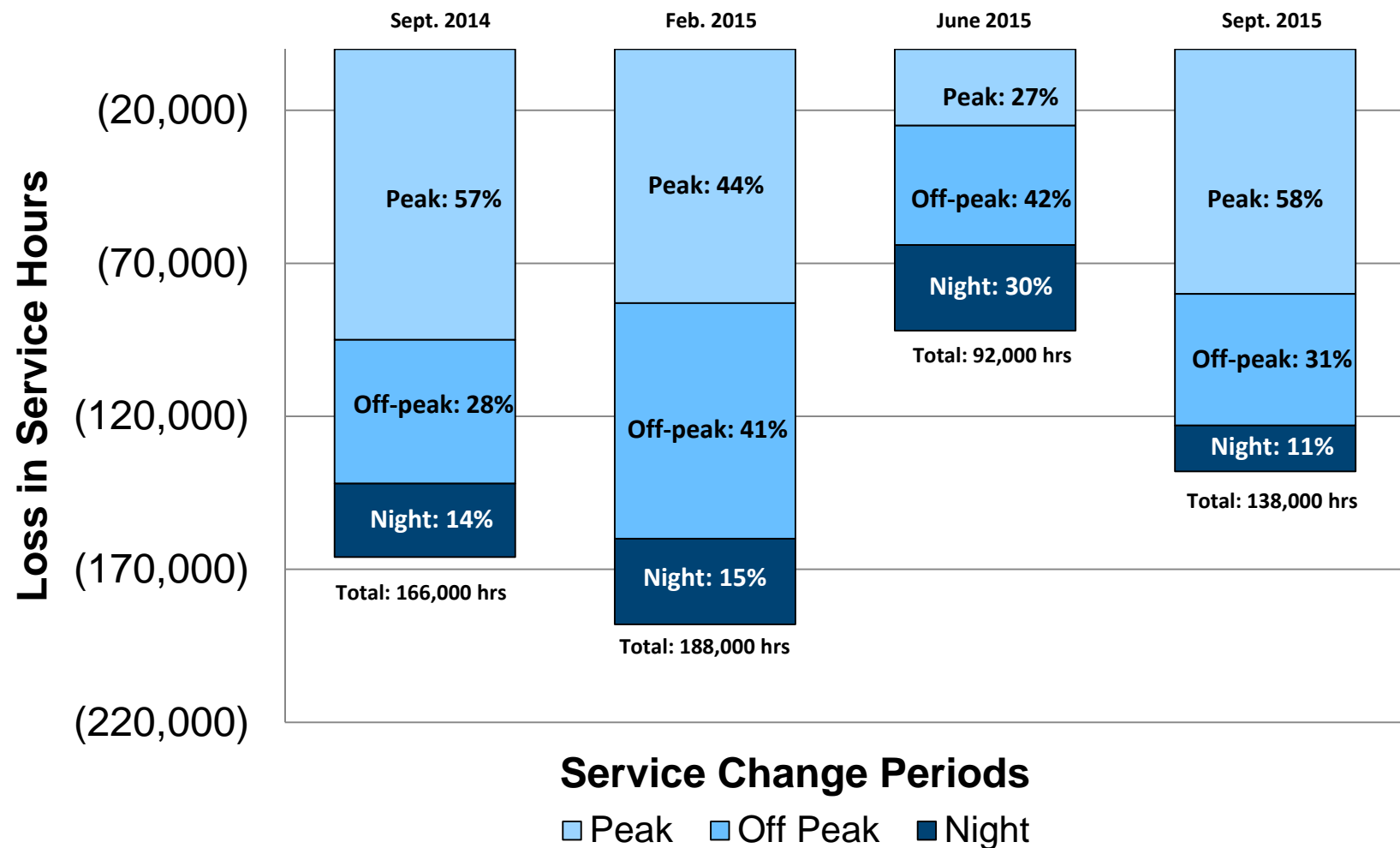
# Phasing the reduction package

Reduction Priority	Service Change Period	550K Reduction target (hours)
<b>Priority 1</b>	September 2014	166,000
<b>Priority 2 (restructure areas below)</b>		
NE King County	February 2015	53,000
Queen Anne, Capitol Hill, Central and Southeast Seattle	February 2015	106,000
I-5 South and Kent	February 2015	29,000
NE Seattle	June 2015	58,000
North-Central Seattle and Magnolia	June 2015	34,000
West Seattle	September 2015	59,000
<b>Priorities 3 and 4</b>	September 2015	79,000
	<b>Total</b>	<b>584,000</b>
	Reserve	34,000
	% in reserve	6.2%
	<b>Net Cuts</b>	<b>550,000</b>

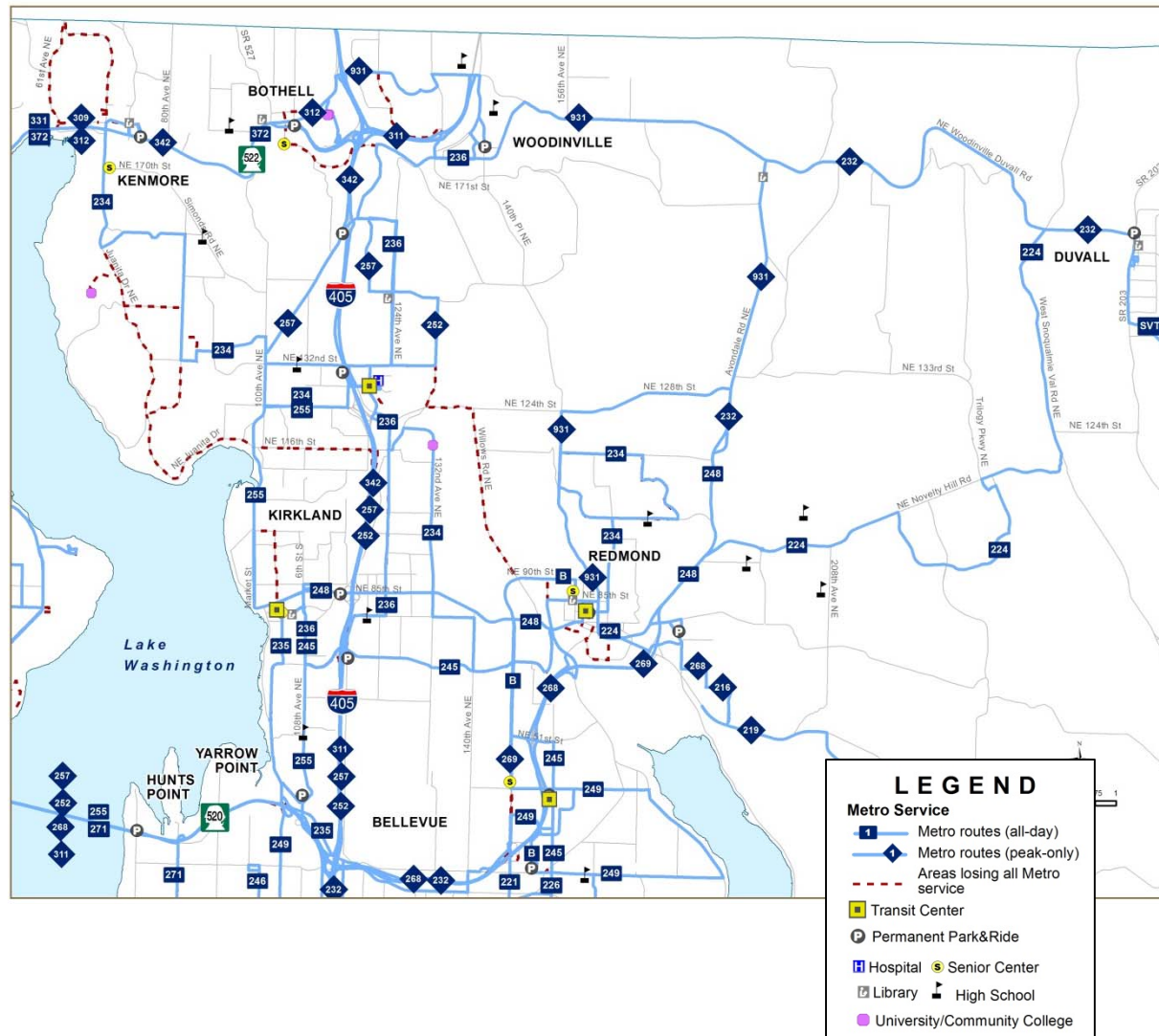


# Proposed phasing

## Service Reductions by Service Change Period



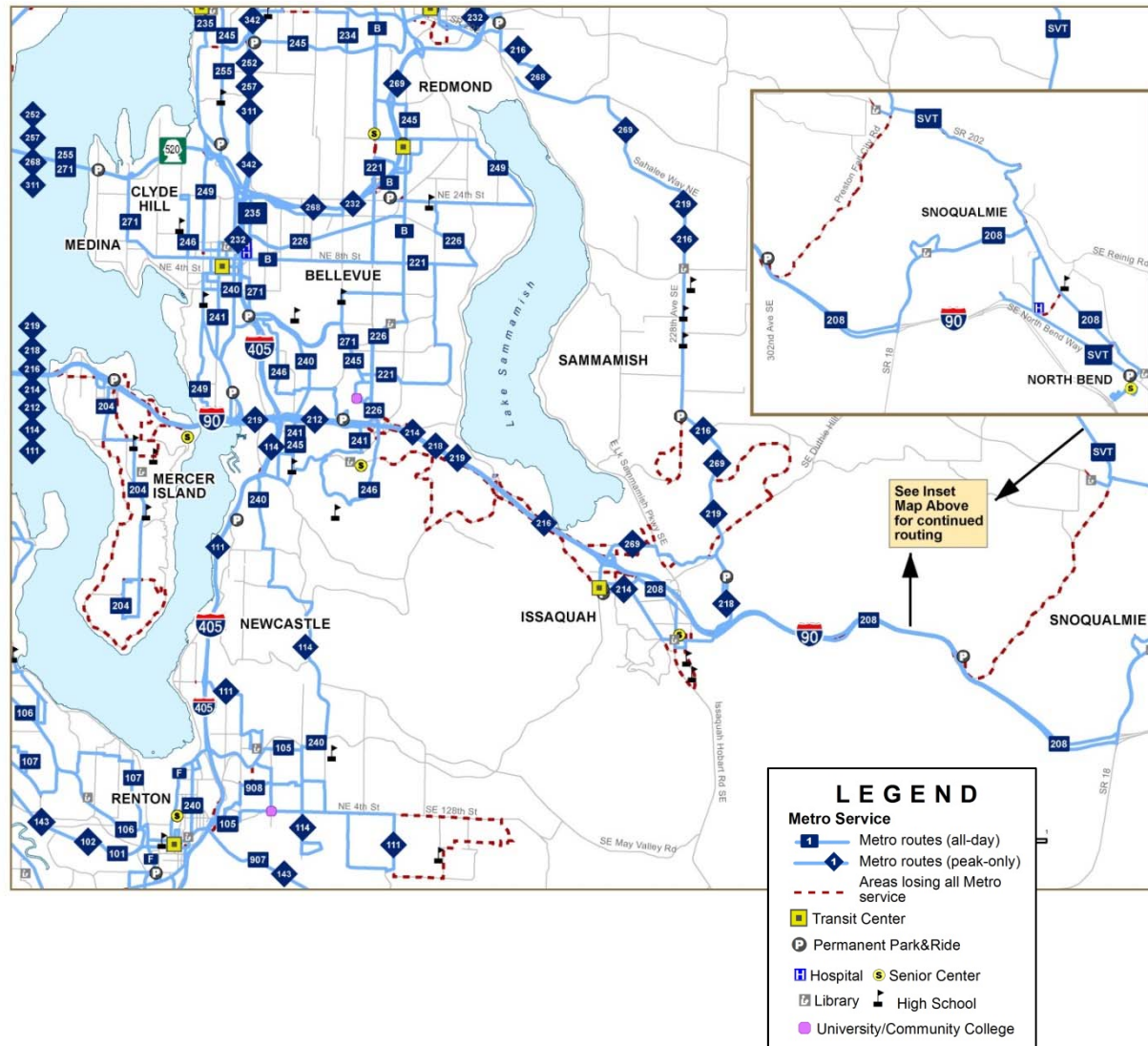
# East King County - North



## Service Reduction Proposal

- 14 deleted routes
- 19 revised routes
- 12 unchanged routes
- Restructure proposed in NE King County
- Changes would primarily occur September 2014, February 2015 and September 2015

# East King County - South



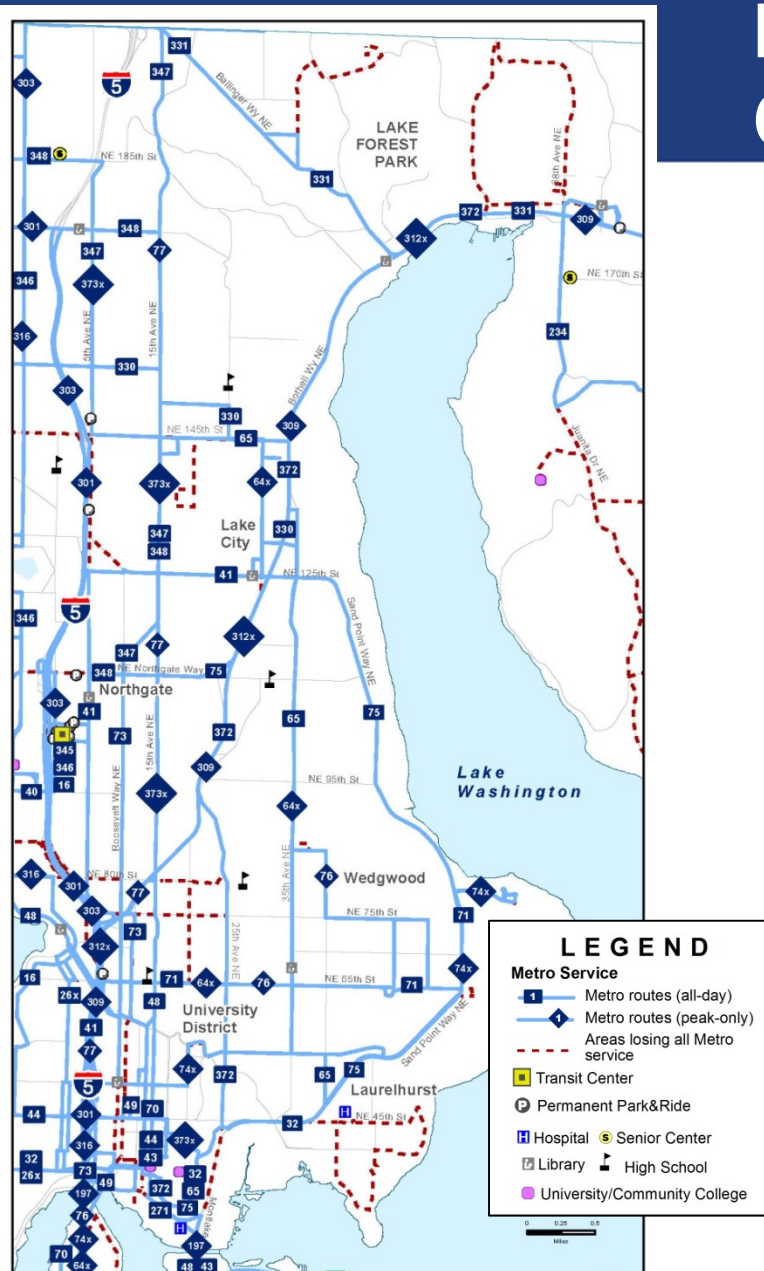
## Service Reduction Proposal

- 29 deleted routes
- 18 revised routes
- 17 unchanged routes
- Restructure proposed in NE King County
- Changes would primarily occur September 2014, February 2015 and September 2015

# NE Seattle and North King County

## Service Reduction Proposal

- 21 deleted routes
- 7 revised routes
- 18 unchanged routes
- Restructure proposed in NE Seattle
- Changes would primarily occur September 2014 and June 2015





# NW Seattle and North King County



## Service Reduction Proposal

- 28 deleted routes
- 30 revised routes
- 29 unchanged routes
- Restructures proposed in Magnolia, North-Central Seattle and Queen Anne
- Changes would primarily occur September 2014, February 2015 and June 2015

# Central/SE Seattle and South King County

## Service Reduction Proposal

- 51 deleted routes
- 54 revised routes
- 42 unchanged routes
- Restructures proposed in Central, SE and West Seattle
- Changes would primarily occur September 2014, February 2015 and September 2015



# SW Seattle and South King County

## Service Reduction Proposal

- 42 deleted routes
- 49 revised routes
- 39 unchanged routes
- Restructures proposed in Southeast Seattle and West Seattle
- Changes would primarily occur February 2015 and September 2015

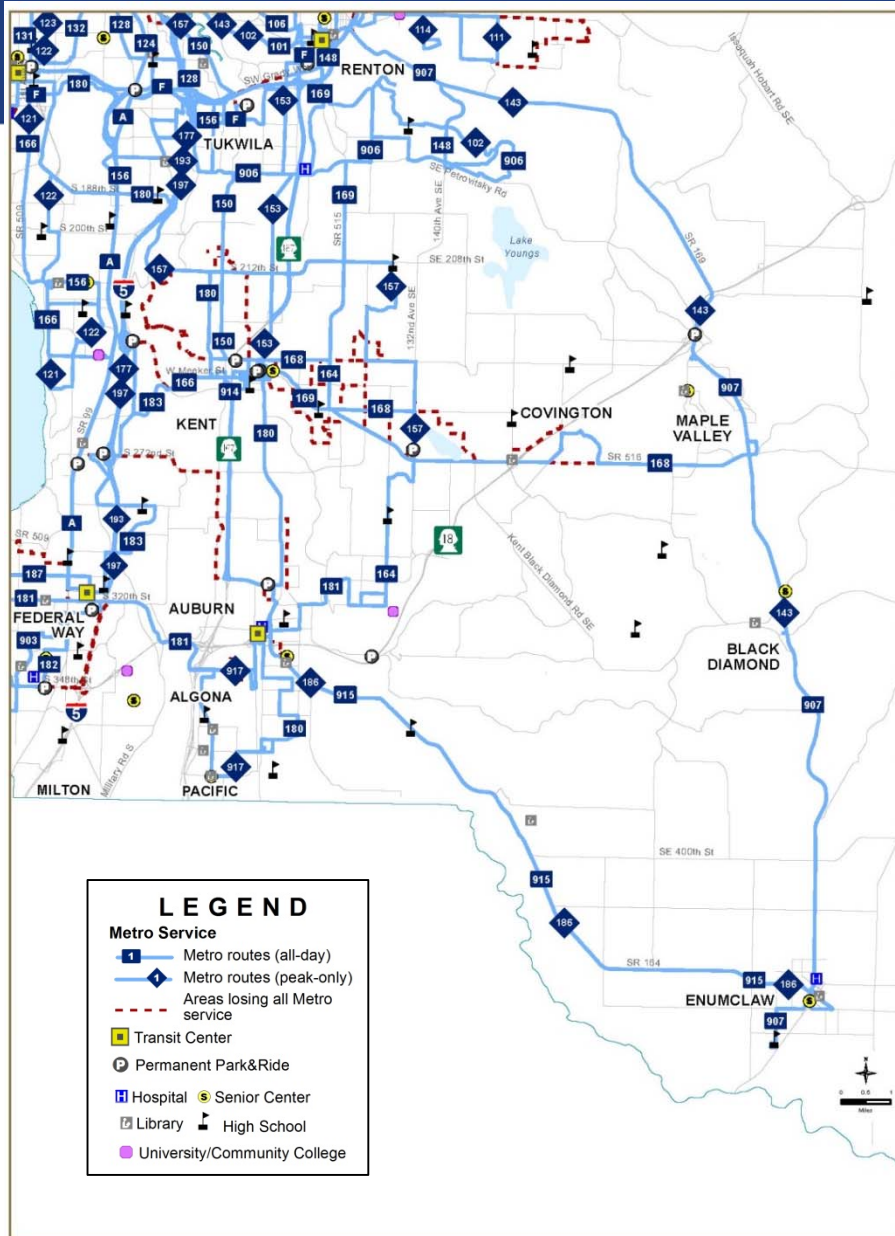




# SE King County

## Service Reduction Proposal

- 19 deleted routes
- 24 revised routes
- 19 unchanged routes
- Restructures proposed in Kent and along I-5 corridor
- Changes would primarily occur September 2014, February 2015 and September 2015

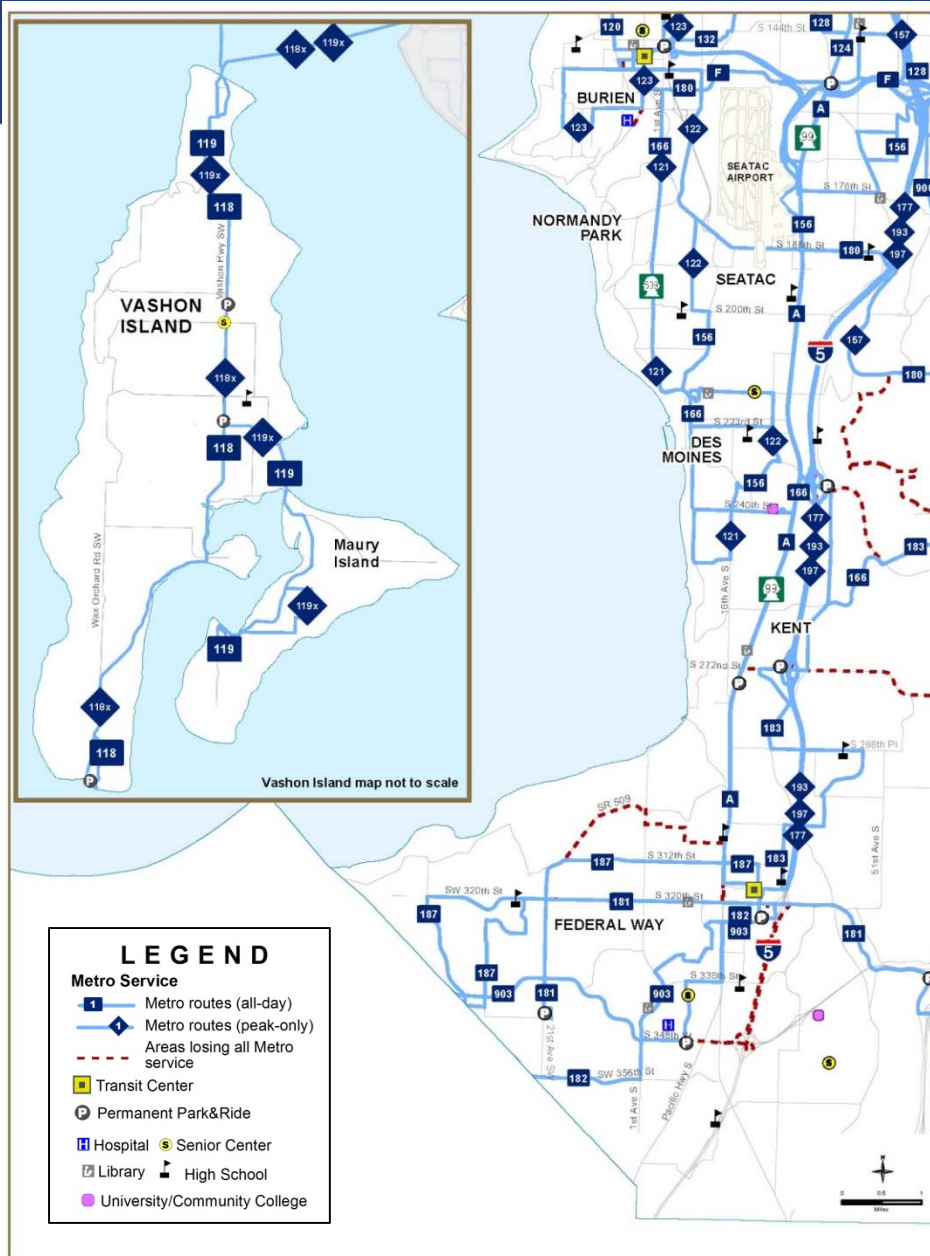




# SW King County

## Service Reduction Proposal

- 16 deleted routes
- 10 revised routes
- 13 unchanged routes
- Restructure proposed along I-5 corridor
- Changes would primarily occur September 2014, February 2015 and September 2015



# Real impacts shared by real riders

